

CANADA TO MEXICO WITHIN FOUR DAYS

Motorcycle Rider Puts Up Three
Flag Record in Cross-
Country Ride.

The fastest time ever made crosswise of the country from the Canadian line to the Mexican boundary has just been achieved by Erwin G. Baker on 1915 model Indian motorcycle in three days, nine hours and fifteen minutes.

Starting at Vancouver, British Columbia, at 11 o'clock, Tuesday morning, August 24, Baker swept south over the highways, part of the time through lofty mountain ranges and again where he could overlook the Pacific coastal plain within sight and sound of the surf, and finished at Tia Juana, Mexico, Friday night, August 27, at 8:15 o'clock. Touching three countries, the route is known as the Three Flag record.

His total mileage was 1,634, or an average rate of 67 miles a day. The performance was worthy of the hero of the long hike over the transcontinental trails in 1914. When he crossed from San Diego to New York, 3,200 miles, in a little over eleven days on an Indian, from Vancouver into Portland, Ore., he covered 348 miles in three and one-fourth days, beating the time of express trains to Seattle, and also to Tacoma, Wash.

The second day, August 25, Baker rode 424 miles south to Sisson, Cal., over all kinds of roads, passing through forest fires four miles in length, where sheets of flame lined both sides of the road. Inside the first thirty-two hours he had rolled up 773.5 miles.

Coming into the California coast towns the rider found crowds out to greet him all along the way, as Baker has thousands of admirers along the Pacific as the result of his riding and racing career with the Indian. With only an occasional pause to snatch a few hours sleep, his triumphant progress continued ever southward through Stockton, Fresno, Bakersfield, into southern California, where Paul Derkum, an associate in campaigns for years past, helped clear the way by having all speed limits raised in the towns through which they passed. He acted as Baker's escort through the cities of Los Angeles, a center of motorcycle enthusiasm, which turned out cheering hundreds along the thoroughfares traversed by the pair.

When he started on the final day, Friday, Baker expected to finish at 11 o'clock that night, but rapidly cut down his own estimate of the time required. He reached San Diego at 4 o'clock in the afternoon and the record time was then easily within his grasp, as it was easy to find the road, and the little Mexican town of Tia Juana.

PERILOUS NIGHT RUN MADE IN CADILLAC

Californian Makes 28-Mile
Climb of Glacier Point to
Save Man.

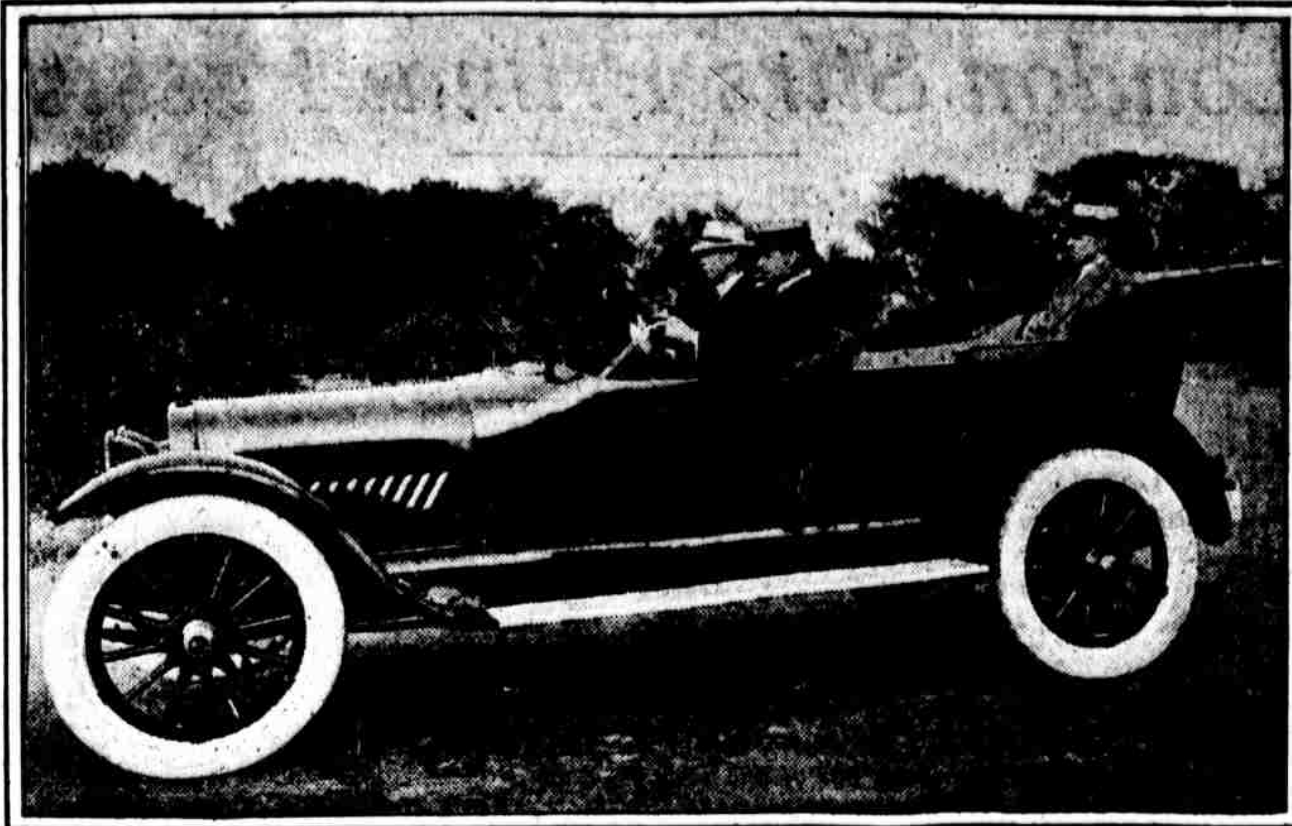
To save the life of a young man stricken with mountain pneumonia at Glacier Point in the Yosemite, J. A. McCadden, of San Diego, Cal., drove his Cadillac Eight in the night over the dangerous mountain trail from Curry's Camp to Glacier Point. Mrs. McCadden accompanied him. The midnight drive was made safely, and the sick man was taken down the mountain next day to a military camp. No motor car had ever before traversed the road after dark.

The altitude of Glacier Point is 7,200 feet, and the famous Balancing Rock rests on one of its pinnacles. R. Douglas, of San Francisco, climbed the peak and immediately became dangerously ill of mountain pneumonia. A telephone message was sent to Curry's Camp, and Mr. McCadden and his wife volunteered to make the trip to the point.

In spite of the fact that darkness had fallen, the start was made at once over a road that presents many perils for the stage coaches that travel it in day. The road overhangs a steep wall which rises from the floor of the valley, having a gradient of 25 per cent in many places. In the twenty-eight miles there is a rise of 3,300 feet, and in numerous spots the trail was slippery from the melting snow in the mountains.

In spite of the darkness, the narrowness of the road, the sharp turns and the steep grades, the Cadillac had no difficulty in reaching the Point at midnight. Early next morning the return trip was begun, and Mr. Douglas was carried in safety to the United States military camp, where he was soon on the road to recovery.

NEW LIGHT "SIX" ARRIVES



H. W. ROBERTSON,
President of Auburn Sales Company, Driving His New Auburn Light Six.

CREDIT DUE WOMAN FOR BETTER CARS

Last Tribute on Altar of Eternal
Feminine Is Twelve-Cylinder
Motor.

The effect of the motor car on humanity has never been so clearly demonstrated as during the past year. A famous Eastern psychologist comes out flatly and states that nothing short of an actual revolution is being worked by gasoline.

"War, peace, and our daily living can never be the same again," says the professor. "The motor car has changed it all." And the professor isn't very far from right, at that.

We can all recall how women used to think with horror on the thought of getting all tanned up. The pale-faced, ill-complexioned type was supposed to be the real thing in the beauty show.

No more. Women these days drive motor cars, get red blood in their veins via the gasoline route and a new standard of womanhood has been established largely through the new appreciation for out of doors which the motor car has created. And the change has affected men likewise.

But percentage of migration among people is impelled by female influence, it would be instantly apparent that the desire to get away from the city and into the country is largely inspired by the immortal "Her." Woman insisted on getting about. She inspired the creation of everything in the world of constructive nature. And once the thing was created, it was her influence which refined it.

Woman put the upholstering in motor cars. Woman made motor cars quiet. Woman made men build better roads for motor cars to run over. Woman insisted on getting rid of the inconvenient in motor cars—she brought about spiral gears and soft welded springs. Men do not even buy motor cars. They only think they do. Women let them fuss around and brag about what they know of valve clearance and gear ratio, and then the woman picks the car. Who developed electric starters? Who howled and complained against gear shifting until men in desperation developed the multiple cylinder motor? Woman—almighty woman!

And the latest tribute laid upon the altar of the eternal feminine is the twelve-cylinder motor—the powerplant which takes the last jar and discomfite out of motoring, and makes of the motor car all that it was meant to be—a thing worthy of her.

Woodmen Have Smoker.

A smoker and open meeting was held last night by the Central Camp of Modern Woodmen of the World at the Perpetual building. Addresses were made by District Deputy H. H. Willard, and State Deputy William McCaffrey.

MRS. PHILLIPS WINS TRIP TO EXPOSITION

By a majority of 11,000 votes, Mrs. J. A. Phillips, has been declared the most popular woman living in the Mt. Pleasant and Columbia Heights section, and will, therefore, go to San Francisco next week as the guest of the Lyric Theater at Fourteenth street, near Columbia road.

Miss Roberta Doyle, daughter of Police Captain Robert Doyle, polled the second highest number of votes, and will be given a handsome sterling silver toilet set.

There were 29,650 votes bearing the name of Mrs. Phillips when the polls closed last night, and the contest that has been going on for the past three months was decided. From week to week the most popular woman in that section of the city to San Francisco, Los Angeles, and San Diego, and invited the patrons of the theater to decide who should make the trip.

At the same time other prizes were offered those coming in second, third, and fourth in the contest. From week to week the standing of the contestants has been announced on the screen in connection with the showing of special feature pictures which the Lyric has made a specialty.

Mrs. Phillips is the wife of J. A. Phillips, florist, at Fourteenth and Harvard streets.

Standard Oil Decides Not to Sue Bayonne

BAYONNE, N. J., Sept. 11.—Sheriff Kinkead, of Hudson county, has received word from the Standard Oil Company of New Jersey that it will not hold the municipal authorities responsible for damage to its property during the Bayonne strikes in July.

"The company is moved to take this course chiefly by its appreciation of the very efficient manner in which you as peace officer of the county of Hudson took charge of the situation and quelled the rioting," the letter set forth. "Although considerable damage was sustained before your arrival, this was small in comparison with what would probably have been done but for your timely and energetic action. The company is glad to acknowledge this and to waive its claim against the public on this account."

40-Mile Sail Today.

The steamer Charles Macalister will make a special forty-mile trip to Indian Head and return today, leaving the Seventh Street wharf at 2:30 p. m. A delightful sail down the beautiful Potomac at this season is one that makes a strong appeal as the autumn beauties of the beautiful Virginia and Maryland countryside bordering the Potomac between Washington and Indian Head are in full bloom.

Corn 18 Feet Tall.

SENECA, Kan., Sept. 11.—The season seems to be favorable for the tall growth of corn. Joe Rettele has some on display that is sixteen feet and five inches tall. A. A. Martin has some growing in town that will measure eighteen feet. Much of the corn in this county has ears that are absolutely beyond reach of pickers.

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AUTO- BIOGRAPHIES



DAVID S. HENDRICK.

"Children must be seen and not heard," persisted Hendrick, senior, when Dave was knee-high. And his persistence was not without effect—some effect at least. It is not difficult to see a little boy, thought Dave. But to hear him—why, that meant that a little boy must keep quiet, like somebody who was sick or something.

If you provoke a boy enough with bromides, they make impressions that become indelible. So by-and-by Dave got to thinking that it must be true or his father wouldn't keep saying it whenever he offered information about Bill Jones' new dog or the little boy who got run over.

But you couldn't take your father around with you when you went playing bare and hounds, and there wasn't any excuse for bringing him along when you played one of cat. So, being "seen" and not "heard," Dave took his father's barrel-stave criticism with stoic indifference. And it was not until three months were gone that his mother heard the truth about the "biggest boy" had said something nasty about his father.

That's his way today. He's doing things. The nearest we ever got to what he thinks was through his sense of humor. It was just after somebody in a Franklin had covered fifty-five miles on a gallon of gasoline.

"Do you think you could equal that record," we asked. He thought it might be done. We persisted. "Why don't you put five gallons of gas in a Franklin and see how far she'll go?" "Oh," he yawned, "I never liked New York much anyway."

He got his start in the automobile field with the Warner Motor Company in 1908, selling Crawford automobiles. In 1910 he went into business, associated with Theodore Barnes, handling the Pullman. But the lure of the lonesome trail resulted in his leaving Barnes and taking on the agency for the Thomas Flyer in 1912. Early in 1912 he took over the Franklin, and in 1913 the Saxon, which two cars he is handling now.

You can't find out much from him about anything unless it happens that you say "Franklin" or "Saxon." Then he's the most loquacious cuss in the district. He thinks they're the finest cars in their classes, and if you're a prospective customer and ride with him in either, he'll come pretty darn near convincing you.

Oh, yes, he broke the record for the Washington to New York run in nine hours and nine minutes during May of this year, but that, to quote him, "luck and a Franklin car."—Sub rosa; born in Nashville, January, 1887.

Exhibition drill—By Signal Corps; first night.
Exhibition drill—By field battery; second night.
Athletic events—To be selected by athletic board.

Thirteen Are Initiated By West Virginians

Thirteen new members appear on the rolls of the West Virginia Society. They were admitted last night at a meeting in the old Masonic Temple, where plans were made for the entertainment of the West Virginia veterans attending the G. A. R. reunion. The new members are: Representative William T. George, Dr. J. W. Mankin, Mrs. Virginia T. Mankin, Mrs. Francis T. Larkin, Mrs. Amanda C. Thornton, Mr. and Mrs. Byron Nickerson, Mrs. E. Sloan Emmet T. Thornton, Miss Katherine M. Lyons, Miss Val Sloane, Frank C. Green and Samuel G. Mendel.

A committee consisting of C. M. Shinn, Henry S. Baker, and R. E. Lowe were appointed to revise the constitution and by-laws and report at the next meeting of the society on October 8.

National Highway

Time's Answer

to the correct number of cylinders is found in the new "Highway" cars, the National Twelve and the National Six. Endless experimenting for a long time proves it. A ride in one of these beautiful "drawing rooms on wheels" will prove it to you. Expect a pleasant surprise because you are going to get it when you learn the many superiorities of these new cars. The name National precludes the necessity of itemizing specifications or equipment—it insures completeness in everything. Built by National Motor Vehicle Co., Indianapolis. For fifteen years successful builders of high grade cars.

Highway Six Cylinder is now on display at our showroom. Call and inspect it.

Combs Motor Company

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Were Used by All the Big Winners

At the Benning Auto Races Last Monday

The Following Cars Were RAYFIELD Equipped:

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The wonderful performance of the Chevrolet Roadster in the recent meet at Benning Race Track is characteristic of the entire Chevrolet family.

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Against the Fastest and Most Powerful Cars in the East.

\$500 Reward!

Will be paid to anyone who will prove that any change whatsoever was made in the car to enhance its speed. The car may be inspected at our show rooms. It is a visible proof of the superiority found in all the Chevrolets. The same motor is used in all three models.

"Four-Ninety" Touring	\$490
(Electric Starting and Lighting \$60 Extra)	
"Baby-Grand" Touring	\$750
"Royal-Mail" Roadster	\$720

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